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Hongkong, 18th January, 1910. [187]

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The Daily Press

HONGKONG, MARCH 10TH, 1910.

When Japan began to enter into competition with the manufacturing nations of the West in cotton-spinning, shipbuilding, match-making and many other departments of industry, there arose much discussion regarding the eventual possibility of the East making an industrial conquest of the West, and this is still a fruitful theme of speculation. Japan has made enormous strides in the last ten or fifteen years, and China is now beginning to realise the enormous power which the possession of her vast mineral resources is destined to give her when the productive capacity of her huge hard-working population is assisted by modern mechanical devices and accurate knowledge of the needs of modern commerce. She is a slumbering giant among industrial nations, and when she prepares for the fray—so the prediction of the pessimist runs—we may expect to see the markets of the West speedily swamped with the products of the cheap labour of the East. One reply to this is that as the East approximates to the West, the conditions of life change, the standard of living grows ever higher, and all in due time the present advantage which the East possesses in the cheapness of labour will show an increasing tendency to vanish. Those who adopt this argument would probably say this view is confirmed to some extent by the experience of Japan. The official statistics show that during the past ten years wages and prices have been steadily rising, and both may be stated as at least fifty per cent. more than they were ten years ago. But when we extend our view over

the whole surface of the globe we find that the increasing cost of living is not a story confined to the Far East. If prices have risen in Japan so also are they rising elsewhere. In the United States, the cost of living has become a political question of the first importance, and is at the present time engaging the attention of the Ways and Means Committee of the House of Representatives. An article in *Bradshaw's Review* three months ago showed that the average wholesale price of 100 general commodities was 30 per cent. greater on December 1st, 1909, than on July 1st, 1896. It showed also that the average price on October 1st, for the three years 1907-9, was 35.4 per cent. greater than that for the same day in three years 1896-7-8. For the eight-and-one-half-year period from June 1st, 1900, to December 1st, 1909, the increase had been 23 per cent. But when the examination is restricted to the commodities ordinarily purchased by a working man's family it is found that in food alone prices have gone up in a period of thirteen years by 70.3 per cent., while in New York City an average increase of 50 per cent. in rentals for the whole city in the last ten years is described as a conservative figure. According to the Secretary of Agriculture, "the high cost of living is due to the Trusts, just to the Trusts." We have seen economists attribute it to a combination of many causes, and recently in an American paper a list of thirty-two reasons were given. "Trusts" were mentioned far down in the list, but it is apparent from the recent "meat boycott" that the view of the Secretary of Agriculture is widely accepted. The "meat boycott" began in Cleveland by the Labour Union declaring that the clearness of beef was due less to a shortage of cattle than to the action of the Beef Trust. In a few days eleven thousand families in Cleveland took a pledge not to eat beef for sixty days. The movement spread rapidly in various parts of the United States. In Cleveland the immediate effect was a fall in the price of meat. Then the Labour Union suggested that the people should protest in a similar manner against paying more than 30 cents a dozen for eggs, and it may be that by this time the boycott has embraced other commodities. That the price of perishable articles like meat and eggs should fall in such circumstances does not prove that the difference between the low price and the high price charged in normal times represents the "squeeze" of the Trusts. The fall in prices is a temporary one, which if it is long continued, would put an end to the Trusts for ever—and it is conceivable that the last state of the consumer might be worse than the first, for if the Trusts make large profits, they make them as a rule not by putting prices up to a level higher than they would reach were there free competition among smaller distributing firms, but because the vast extent of their operations enables them to buy cheaply and to effect economies in manufacture, storage and distribution. Even if this view be not accepted, it must be admitted that there are many other things besides Trusts that contribute in every land to increase the cost of living. For example, among those put forward by the economists in America we may mention the enormously increased output of gold; the increase in the circulating medium; to saturation point; the extension of the credit system; the growth of extravagant habits in every walk of life, which has caused demand to outstrip production; the great prosperity as exhibited in the growing wealth of the nation, which has increased above 63 per cent. during the past fourteen years, the effect of added wealth being to make buyers eager when demand presses on insufficient supply, and their competition tends to send up prices. In Japan "the growth of extravagant habits" has been checked by an Imperial Rescript enjoining the Simple Life. What remedies are possible in America we cannot tell, but of this we may be sure, that prices are not likely to fall there with the same rapidity as they have risen. And so we come back to the question as to whether the great differences in the price of Oriental and Occidental labour are likely to be for ever maintained. We see that while it is true that the standard of living and the cost of living have increased greatly in Japan in the last decade, there has been at least a corresponding increase in the United States in the same period, and we believe it could be shown that there has been a similar tendency in the most progressive countries of Europe, though not to the same extent as in America. Thus the increase which has taken place in prices in Japan has done very little, so far, to weaken the contention of those who predict that the labour of the East will ever remain cheaper than the labour of the West, and

that on this account the ultimate triumph of the East in the world's markets is one of the certainties of the future—perhaps of the present century. But we are not persuaded. More things than the wage-rate count in such a question.

The English Mail of the 5th February was delivered in London on the 8th inst.

A fire broke out in Hankow last month which destroyed a Japanese shop, a Chinese shop and three small houses. Insurance companies were involved to the extent of £15,000.

A tabular statement in the *South Press* shows that between the 16th and 22nd February 3 insurgents were killed and 53 captured. The arms seized in the same period were 154 rifles, 37 swords and 901 spears.

From the Osaka Shosen Kaisha we have received an illustrated guide to Tientsin describing the routes from Japan—namely, up the Yangtze to Hankow, and thence by rail, or by steamer direct up the Peiho.

We have received a copy of the thirty-eighth issue of the publication of the Chinese Imperial Maritime Customs giving the list of lightships, light-vessels, buoys and beacons on the coast and rivers of China, corrected to 1st December, 1909. Besides the lists there are a series of plans, making the publication indispensable to mariners in China waters.

The last ordinary meeting of the Union Church Literary Club for this session will be held to-night, when Lieut.-Colonel Bayard, D.S.O., of the Buffs, will lecture on "Eight months in the Ahen Hinterland." This will be a most interesting lecture, recounting as it does the Colonel's personal experiences of a little known expedition from Ahen.

A kidnapper was frustrated on Tuesday morning by a watchful father. The kidnapper had enticed a seven years old boy on board the launch for Sam Chun the night before it started, but the father, having his suspicion aroused, went down to the launch at four o'clock in the morning and discovered his "missing" son. The abductor made off, but was subsequently arrested.

A daring theft came under the notice of the Magistrate (Mr. E. R. Hallifax) yesterday when three men were charged with being concerned in stealing two anchors and cables from the Dutch steamer *Tibodas*. One of the men was the quartermaster, who is suspected of having connived at the theft, and another is the marine store dealer, who gave \$14 for the anchors and cables. They were remanded.

A few weeks ago Mrs. Liddell, residing at Lochiel Terrace, Kowloon, was robbed of jewellery to the value of \$1,200 by a former cook while the family were sitting at dinner. The thief knew his way about the house and took the jewellery from the bedroom and succeeded in making his escape. But he did not get far enough. He was discovered at Macao and was brought to Hongkong on Tuesday. Yesterday he appeared before Mr. E. R. Hallifax at the Magistrate's court and was committed to take his trial.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals—

| | |
|-----------------------------|-------|
| Colonial Government | \$300 |
| Hongkong & Whampoa Dock Co. | 100 |
| "Y. V. Co." | 25 |
| Han E. Oshiro | 20 |
| W. Murray Scott | 2 |
| A. Shaw | 10 |
| W. Dickson | 10 |
| The Pharmacy | 10 |
| A. Rodger | 10 |
| H. K. & A. K. | 5 |
| W. L. H. | 5 |

A case of more than ordinary interest was heard at the Magistrate's court yesterday when two Chinese were charged with being in possession of a loaded revolver and daggers with intent to commit a felony. The two men, a fortnight ago, visited the house of Mr. Hunter, in Lochiel Terrace, Kowloon, and called the boy by name. The latter came out and was immediately set upon by the two men, one of whom held him by the queue while the other belaboured him with an iron bar. His cries of "save life" brought his master on the scene and the two assailants made off. However, Mr. Hunter went to the front door and a little later saw the two returning. With the assistance of a friend he hunted them, when a loaded revolver dropped from one of them, and daggers were found in possession of each. They apparently intended some harm to the boy.

Japan's plans for creating Chinlai Bay, Korea, into a naval base involve an expenditure estimated at eight and a half million yen. It is proposed to spread the expenditure over a period of ten years. A place called Koko, situated between Fusan and Masampo, is to be used as a firing range for heavy ordnance. At present the only place in Japan which can be used for this purpose is Tso Bay, and for some time past, a report states, the naval authorities have been doing their best to find an additional spot, but until now without success. Since the Russo-Japanese war the calibre of heavy ordnance has been considerably enlarged, and with it the range of efficiency, the extent of which is said to be now fully 20,000 meters. The naval authorities deem it a subject of congratulation that hereafter no difficulty will be experienced in the development of artillery, and that the pieces turned out by the Kure Arsenal can be promptly tested at the new range.

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TELEGRAMS.

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TIBETAN AFFAIRS.

PEKING, March 9th.

Reports from Tibet state that quietness prevails.

Amban Wen is proceeding to Szechuan, while Amban Lien remains at Lhasa, as Resident-General.

The Mongolian Princes have protested pacifically against the dismissal of the Dalai Lama.

(REUTERS' SERVICE TO THE "HONGKONG DAILY PRESS.")

GERMANY'S NAVAL EXPANSION.

LONDON, March 9th.

In the debate on the Naval Estimates in the Reichstag at Berlin, the Socialists declared that the omission of the Chancellor in his speech on the 6th inst. to mention the subject of the limitation of armaments justified British mistrust.

Admiral von Tirpitz, Secretary of the Navy, denied that the Government had evaded the question of a Naval Agreement with Great Britain, and he denied that the German programme had been accelerated.

Several English papers, while reciprocating the sentiments of amity expressed by Herr Bethmann-Hollweg (the Chancellor), insist that the German Navy is building on an unjustifiable scale for the purpose of defence, and consider that a friendship which costs Great Britain millions yearly is of doubtful advantage.

A GERMAN BATTLESHIP ON FIRE.

LONDON, March 9th.

A fire broke out on the new German battleship "Posen" at Kiel and raged for three hours.

It will take several weeks to repair the damage done.

THE BRITISH BUDGET.

A HUGE LOSS.

LONDON, March 9th.

Speaking in the House of Commons, Mr. Lloyd George, Chancellor of the Exchequer, estimated that the loss owing to the rejection of the Budget was 28½ million pounds sterling. It was impossible to say what was recoverable.

KING EDWARD IN PARIS.

LONDON, March 9th.

H.M. the King while in Paris exchanged visits with President Fallieres.

CHINA AND TIBET.

POLITICAL COMPLICATIONS FEARED.

LONDON, March 9th.

Reuter in an interview with a well-informed and competent Indian authority, on the political effects of the developments in Tibet elicited an expression of opinion that the nearer approach of the Chinese to the Indian frontier would increase the facilities for intriguing with Nepal, Bhutan and Sikkim, which the Chinese already regarded as more or less subject or sister States necessitating increased vigilance on the part of the Indian Political Department. The attitude of Nepal especially was important, as the bringing of Nepal and China into closer touch might lead to political complications to which it was impossible for India to be indifferent.

COMPANY MEETING.

HONGKONG FIRE INSURANCE CO.

The forty-first annual meeting of shareholders in the above Company was held yesterday at noon at the offices of the General Managers Messrs Jardine, Matheson & Company. The Hon. Mr. W. J. Groom presided, and there were also present: Sir Paul Chater, Messrs O. S. Gubbay, E. Matland, H. P. White (consulting committee), Ho Fook, Wong Leung Him, J. M. E. Machado, C. Osmund, A. H. M. de Silva, A. Turner, D. D. Gazdar, and L. N. Leete (Secretary).

The Secretary having read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen,—The report and accounts have been in your hands for some days, and with your permission, I will follow the usual course and take them as read. The year 1909, you will have observed from the figures, has proved a most satisfactory one to the Company. The slight drop in the premium income was inevitable in consequence of the dullness in trade which was so characteristic a feature of that year, but the losses have kept within very moderate limits. The worst outbreak of fire in this part of the world which has occurred since we last met was, I think, unquestionably that of January last in Manila, when damage estimated at about 3 of a million pesos was sustained. We fortunately escaped very lightly. You will see from the report how we propose to deal with the profit of \$318,979.30 with which the year closes. In the opinion of your Consulting Committee it will be of great advantage to institute a Reinsurance Fund. By its aid the Company will be able to take larger lines in those places where experience has shown such a course to be justifiable, and it will be of assistance in our operations at agencies where the Company enjoys no local advantages.

The successful result of the year 1908 affords us an opportunity of inaugurating such a fund by the appropriation of \$81,153.76, and I hope this proposal will commend itself to you as it has done to the judgment of your Board and General Managers. We propose to add to the Reserve Fund \$21,825.54, bringing it to \$1,460,000, and to pay a dividend of \$27 per share. I am glad to say that the first twelve months of 1909 have gone well, and display a recovery in the premium income. Before proposing the adoption of the Report and Accounts I shall be glad to reply to any questions which shareholders may wish to put.

There being no questions the report was adopted on the motion of the CHAIRMAN, seconded by Mr. TURNER.

Mr. SILVA proposed, and Mr. MACHADO seconded, the re-election of Sir Paul Chater and Messrs. White, Matland and Gubbay to the consulting committee. The motion was agreed to.

Mr. OSMUND moved, and Mr. HO FOOK seconded, the re-election of Messrs W. Hutton Potts and H. Percy Smith as auditors. Carried.

The CHAIRMAN—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants can be had on application to-morrow.

THE LUSITANO LILLIPUTIANS AT THE THEATRE.

Notwithstanding the inclemency of the weather the Lusitano Lilliputians had a fairly good house last night when they gave a performance of "La Mascotte" at the theatre in aid of the funds of the Society of St. Vincent de Paul. Having already given several performances of the piece this season at the Lusitano Club, the children were thoroughly familiar with their parts, and on the stage of the theatre they played with the utmost confidence and the greatest success. Little Elfrida Osmund as the Mascotte was exceptionally good; she spoke and sang distinctly, and acted with a grace and charm far above her years. The production of the opera reflects very great credit on all concerned, and the services of Mr. A. E. da Silva must be specially acknowledged.

The final performance in Hongkong this season takes place at the theatre this afternoon, and parents will doubtless avail themselves of this opportunity to give their children a treat which they are certain to greatly enjoy.

SILK SHIPMENTS TO NEW YORK.

The *New York Times* says regarding the silk forwarded per the O.S.K. S.S. *Tacoma Maru* from Yokohama on the 1st January—"A consignment of silk which arrived at Tacoma a week ago Sunday was sent East over the Chicago-Milwaukee and Pacific Sound Railway and the old St. Paul Line to Chicago, and thence to New York, arriving in Jersey City in 2 hours less than 5 days. The silk got here before the bill of lading which came by mail on the same steamer which brought the silk from Japan. The freight beats the mails from coast to coast."

BROKEN ENGAGEMENT.

MEMBER OF PARLIAMENT'S PROJECTED MARRIAGE CANCELLED.

Another society wedding has been broken off. It is announced in the *London Morning Post* that the marriage arranged between Mr. Robert Vernon Harcourt, M.P., and Miss Marjorie Curzon will not take place. The wedding was originally to have taken place in November last, but it was postponed on account of the illness of Miss Curzon. Then the General Election intervened, but it was expected then that the ceremony would take place as soon after as possible—possibly before Lent. Mr. Harcourt, who is the younger son of the late Sir William Harcourt, and half brother of Mr. Linn Harcourt, First Commissioner of Works, was born in 1873. He was for five years in the Foreign Office, but then became a journalist and playwright. He was Parliamentary correspondent and dramatic critic of *The Tribune*, and a member of the Dramatic Censorship Committee. He was elected M.P. for Montrose Burghs when Mr. John Morley was given a peerage, and he retained the seat at the present election. Miss Curzon, a grand-daughter of Sir Samuel Curzon, former Governor of India, is a member of the Curzon family, and she is very popular in society.

REVIEWS.

Master John. By SIRAN F. BULLOCK. London: T. Werner Laurie.

This is Mr. Bullock's thirteenth novel, and is a long way in advance of "The Cub," the only one of the previous dozen that has come under our own notice. The story grips the attention from beginning to end. It is told by an Irish car driver, Dan, with that humour and quaint turn of phrase which we associate with the Irish jargon. Master John is the son of the village doctor. He is driven from home, and wanders over the face of the earth, eventually returning, with his beautiful wife and daughter, to purchase a deserted mansion and to establish himself as a county magnate amongst his former acquaintances. There is a curse on the house, and many things befall Master John without breaking his masterful spirit. His wife is killed whilst riding to the meet, his daughter falls in love with the village schoolmaster's son, Peter Harvey, and runs away with him; and a nephew selected by him to inherit the property falls below expectations and is sent back ignominiously to his parents in England. How Master John is made in the end to bend the knee to a strong-willed woman is told with quiet power by Mr. Bullock, who succeeds in weaving into the tale the subsidiary love stories of Dan and Mary and Long William and Sarah. Here we have a clean, healthy book, utterly devoid of the sex problem, which seems to dominate seventy-five per cent. of the present-day novels. It is full of clever character drawing, keeps moving with natural incident, and is enlivened with touches of bright humour and shrewd comments on human nature. The publisher has been well advised to include this excellent work in his Colonial Library.

Black Sheep. By STANLEY PORTAL HYATT.

London: T. Werner Laurie.

Those who have read "Little Brown Brother" by this writer will know his powers of narration. In the present novel, he has introduced an element suggestive of autobiography, and has certainly improved in portraiture and human interest upon anything he has yet done. A young man who has travelled in most parts of the world returns to London at the age of thirty, and is received coldly by his well-to-do middle class relations. Having engaged in journalism in the Far East—Shanghai and Hongkong, to be more precise—he obtains a position as sub-editor on a London newspaper, and eventually becomes a successful novelist. During his "dark days," he makes the acquaintance of a girl in Oxford Street, and his relations with her lead to a rupture with his highly respectable family. There comes a separation between Jimmy and Lulage, during which both their characters develop along unexpected lines. For the ending, which threatens to end in tragedy, readers must be referred to the book itself. It is quite evident that the author is capable of turning out stronger work than "Black Sheep," good as it is, and it is to be hoped he will not write himself out before he has devoted himself to the task of producing a masterpiece. It has nothing whatever to do with the story, but it may be mentioned that Mr. Hyatt passes some shrewd strictures on Fleet Street journalism, while he makes it appear that Far Eastern journalism is largely compounded of beef and not of skittles. There was a time when his caustic remarks on a worthy profession in the Coast Ports of China might have been justified; but we believe we are not influenced by personal prejudice when we say those days have passed never to return, and that the profession and those who follow it are capable of favourable comparison with any in other quarters of the globe, notwithstanding the few unworthy specimens who have obtained their unpleasant personality occasionally.

CHINESE IN SOUTH AFRICA.

COLONIAL SECRETARY'S HOPES.

The Earl of Cromer, writing last month from the Colonial Office in reply to a *Grassroots* correspondent who inquired whether there was any probability of the Chinese extending their contracts in South Africa and so making that country their permanent home, says:—"No Chinese are allowed to renew their contracts after their term of service is ended and all must be expatriated without any renewal. We hope that South Africa will see the last of the Chinese on or about the 1st of March next."

LATEST STEAMER MOVEMENTS.

The cargo of Silk shipped on board the M.M. str. *Nera*, which left this port on the 1st ult., was delivered in Lyons on the 5th inst. The delay was caused by the floods in France.

The E. & A. str. *Eastern*, from Sydney, etc., left Manila on the 6th inst. at 5 p.m. for this port.

The I.G.M. str. *Prinz Eitel Friedrich*, which left here on the 9th ult., at noon; arrived at Genoa on the 8th inst., at 7 a.m.

WEATHER REPORT.

On the 9th at 12.15 p.m.—The barometer has risen generally, particularly over N. China and Japan.

A high pressure area is lying over N. China and the Yellow Sea, and pressure is relatively low over the Pacific to the E. of Japan, and over the E. part of the China Sea.

Strong monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.16 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

| | |
|--|---|
| Hongkong & Neighbourhood | N.E. winds, fresh to strong; cloudy, some rain. |
| Formosa Channel | N.E. winds, strong. |
| South coast of China between Hongkong and Lamooki. | Same as No. 1. |
| South coast of China between Hongkong and Hainan. | Same as No. 1. |

SUPREME COURT.

Wednesday, 9th March.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

THE BASIL MASON SLANDER ACTION.
Judgment was delivered on the motion for leave to appeal to the Privy Council from the decision of the Full Court, in the action between the President in Hongkong of the Basle Evangelical Missionary Society, and the Sheung Po Newspaper Company and another.

Mr. M. W. Slade, K.C., instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker & Deacon), appeared for appellants, and Sir Henry Berkeley, K.C., instructed by Mr. Otto Kong Sing, appeared for respondents.

The Chief Justice, in delivering the judgment of the Court, said:—We wish it were in our power to grant the leave asked for, but we are of opinion that this case is not one "of great general or public importance" within the meaning of rule 2 (b), and we think that the Privy Council may, in the event of our granting leave to appeal, regard it as an abuse of the power given to the Court under the new rule referred to. We regret that the limitation which in our opinion must be placed on the rule prevents the appeal in the first instance to the Privy Council, but it will not prevent the plaintiff from applying, if he so desires, for special leave to appeal under the rules, and we trust that the Privy Council may see exceptional grounds for granting the application.

Mr. Slade—This decision of your Lordships will prejudice us in our application most strongly. I would ask that you would kindly state your reasons for not thinking the case "of great general importance," so that the Privy Council may be able to judge the grounds on which you exercised your discretion under the rule. I know your Lordships are willing to help us, but the Privy Council, applying the ordinary rule, will not interfere with the discretion exercised in the Court below unless it is apparent on the judgment of the Court below that they exercised their discretion on a wrong ground.

The Chief Justice—There is nothing novel in the point of law, and the case cannot be regarded as of great general and public importance.

Mr. Slade—May I point out to your Lordships that after my friend Sir Henry Berkeley had concluded his argument I was waiting to reply on the points he had raised, but your Lordships never called upon me.

The Chief Justice—We thought you had said all you wished to say.

Mr. Slade—The normal way, you don't reply unless you are called upon, and I was waiting in case your Lordships wanted to hear me. I understood you were reserving your decision to consider the grounds on which you expressed an opinion in my favour.

The Chief Justice—We were anxious to see whether it was possible.

Mr. Slade—You might as well have heard me. I could have demolished my friend's argument.

The Chief Justice—Supposing we grant you leave, the Privy Council will decide it is pure abuse.

Mr. Slade—Your Lordships have to exercise your discretion and not be terrified by the Privy Council. Your Lordships did not hear me.

The Puisse Judge—It is your business to be heard if you want to be.

The Chief Justice—I thought you had said all you wished to say.

Mr. Slade—I never dealt with the fallacious argument of my learned friend, which apparently has had weight with your Lordships.

The Chief Justice—The words "of great general importance or otherwise" are very significant.

Mr. Slade—Your Lordships suggest that there is nothing novel in the point of law. I was going to show you that the point decided in this case had never been covered by authority in any way. It is absolutely a novel application, as novel as it can possibly be. I don't ask your Lordships to let your sympathy outrun itself, but I ask you to apply the power which you have to consideration of an exceedingly novel point which affects a large number of corporations.

The Chief Justice—I don't think it will affect a large number of corporations.

Mr. Slade—Your Lordships show by that that you have failed to appreciate my point, and that is this. Where a corporation suffers damage by reason of such words, according to your Lordships' judgment, it will be exceedingly unlikely that they ever can recover it, because an individual suing cannot recover the damage done to the corporation, and that is the point.

The Puisse Judge—If this Court failed to appreciate your argument, it was your duty to put it before it properly.

Mr. Slade—With all due deference, you should have heard me in reply.

The Chief Justice—I really thought you had said all you had to say.

Mr. Slade—I only adopted the ordinary course, and waited to see if you wanted to hear me in reply.

Sir Henry Berkeley—When I set down my friend should have risen.

Mr. Slade—The result of this is going to be that unless this judgment is upset, any corporation practically injured by similar words cannot recover damages from anybody. That is the result of your Lordships' judgment.

The Chief Justice—Not if it sees in its appropriate capacity. We have given our decision, but I don't know if there is anything you wish to add.

Mr. Slade—Your Lordship expressed your sympathy with us, and stated that you hoped the Privy Council would give special leave. I would ask your Lordships to help us by stating the main grounds for your refusal.

The Chief Justice—This rule, which has only just been passed, gives the Court discretionary powers limited to matters of "great general and public importance." We do not consider this one.

Mr. Slade—If your Lordships would only state the ground for not considering it one, it would make all the difference in the world to our chance of success in the Privy Council.

Sir Henry Berkeley—The judgment is there. Mr. Slade—I know, but it is expressed in a way which makes it practically impossible for us ever to get our special leave.

The Chief Justice—To meet your wishes we are prepared to add that the remedy was either for individuals to sue for libel, or for the corporation to have brought an action.

The application was dismissed with costs.

Mr. Slade—I would now apply to your Lordships for a stay of execution for a reasonable time until we can make an application for special leave to the Privy Council, and I make this application on the ground of the defendants being now in liquidation. If we pay over these costs, we will never by any chance get them back again.

The Puisse Judge—The usual practice is for an undertaking to be given.

Sir Henry Berkeley—Yes, but there is no practice which will warrant the Court in depriving the appellant of his costs where the respondent goes for special leave to appeal. This Court is now *functus officio*, having refused leave to appeal. Under the rule, my learned friend's special remedy no longer lies in this Colony. He has the right to apply for special leave to appeal, but that application must be made to the Privy Council. There is no jurisdiction in this Court to deprive the successful party of his costs.

The Puisse Judge—Are the solicitors willing to give an undertaking?

Sir Henry Berkeley—As a matter of fact, they are.

The Chief Justice—Then that will meet Mr. Slade.

The Court then adjourned.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISSE JUDGE).

BROTHER-IN-LAW'S CLAIM.

Action was brought by G. Radow to recover from J. Lafferty the sum of \$532, balance due for board and lodgings.

Mr. Leo d'Almeida e Castro (of Messrs. Goldring, Barlow & Morrell) appeared for the plaintiff, while defendant was represented by Mr. M. Reader Harris (of Messrs. Wilkinson & Grist).

Mr. Almeida stated that the claim was for \$450 in respect of board and lodgings from June 1st, 1909, to February, 1910, \$7 in respect of a fine paid on behalf of the defendant, and \$25 for money lent. \$150 had been paid on account, and the plaintiff now claimed the balance. Two years ago plaintiff lived with defendant's sister, and one month prior to her death he married her. Defendant was the brother of plaintiff's wife, and was out of employment for a considerable time. In June last year the plaintiff took him in as a lodger at the rate of \$50 per month. The arrangement was that he should not pay until he got employment. Since September defendant had obtained employment, and paid \$150 on account, but he refused to pay any balance.

George Radow said he was an interpreter in the employ of Messrs. Thomas Cook & Son. He first knew the defendant a little over a year ago, previous to which he knew his sister, and lived with her. When the defendant lost his job as engineer he asked witness to take him in, and promised to pay him as soon as he got work. Witness agreed to give him board and lodgings at the rate of \$50 a month. Defendant joined him on June 1st, and stayed until February, 1910. During his stay witness paid a fine of \$7 which was imposed upon him for being drunk, and advanced him sums which totalled \$25. Witness had received money on account, but when he applied for the balance defendant said he did not owe him any more.

In cross-examination witness said he was a steward on the *Lyndhurst* some three years ago, but he did not meet the defendant then. Some time ago he was employed at the Café Weismann, but left after a disagreement. He was prosecuted by the proprietors of the Café Weismann, and was put in goal for one month. He had four rooms, in his house at Morrison Hill Road, but there was only one bedroom. A Mr. Dixon lived with him for a fortnight during the time defendant was with him. Before September plaintiff lived in Arsenal Street, and then defendant slept on a long chair.

He promised to pay you \$50 a month, for a long chair?—For board and lodgings.

Are you prepared to swear that he lived with you during the whole of August?—No. He quarrelled with my wife, went away for a few days, and came back again.

You're living with a Filipino woman, aren't you?—Yes, she's living with me.

You didn't agree to put defendant up as a friend?—No.

Another witness was called, and plaintiff's case closed.

Mr. Harris, for the defence, stated that when the defendant left his post as fourth engineer of the *Babi* he was out of employment for some time, and his sister asked him to put up at her place. This claim was the outcome of a quarrel in February, and his client was surprised to receive the writ. There was no agreement about \$50 a month. Defendant never had a bed there.

Mr. Almeida—If he chose to be on a couch and pay his board and lodgings that was his own lookout. Shelter was given him.

Mr. Harris—Exactly. He used to sleep on the verandah on a long chair. Proceeding. Mr. Harris said he was prepared to prove that

for at least three months of the time the defendant was away. The idea of his agreeing to pay \$50 a month when out of work for the use of a long chair was absolutely absurd.

James Lafferty stated that when he left the *Babi* his sister asked him to stay with her. There was no arrangement as to payment. His sister became ill in October. She belonged to the Christian Scientists and they tried to work Christian Science on her to cure her, but it failed. After his sister's death witness had a quarrel with his brother-in-law because he wanted him to eat Chinese "chow." He said he would leave the place, went out, and on returning found his door padlocked.

In cross-examination witness said he did not expect to be put up for nothing as long as he was out of employment. Plaintiff gave him a shelter, but he used to have some of his meals in the Hongkong Hotel and some at the Stag Hotel.

His Lordship entered judgment for plaintiff for two months' board at \$25 a month, and \$7 for the fine, the amount of the judgment totalling \$37 and costs.

BRITISH ARMY AIRSHIP.

FLIGHT AT ALDERSHOT.

The authorities of the War Balloon Factory at Aldershot sprang a great surprise on the public last month by launching a new military dirigible balloon, the fourth and biggest of the series built in the factory. So well guarded was the secret of its construction that no one outside the actual shed within which it was built knew of its existence, so that there was hardly anyone on Farnborough common when the great doors of the shed rolled apart, revealing the monster balloon ready for flight.

It is about 120ft long, and shaped like a well-made cigar, except that at the tail there jut out on either side large balloons, which aid in steering and lifting. The material for the envelope, which is of Continental manufacture, is pure rubber specially treated and joined. The long, narrow car below is of light metal framework, pointed at each end, the engines being fitted just forward of the centre, where the greatest lifting capacity is, the navigator's deck being just forward of that. The car is attached by fine steel wires to a rib running entirely round the envelope just below the centre-line.

The engines are of 100 h.p., and the two pairs of aluminium propellers, one on each side, are driven at a wonderfully high speed. They are fixed to a movable shaft, which can be elevated or depressed at will to alter the course of the current set up. Rising and descending is mainly accomplished by the two pairs of deflecting planes placed at each end of the car, and controlled from the navigator's deck, whilst perfect steering is obtained by the double rudders, one above the other, fixed at the end of the car.

The dirigible was towed out of its dock by Engineers, under the direction of Colonel J. R. Capper, C.B., and he, with Lieutenant Waterlow, were the occupants of the navigator's hut, whilst the engineer's deck was occupied by Mr. McWade, the expert mechanic engaged at the factory, and Mr. S. Green, the maker of the engines. Hardly a score of spectators were present when the dirigible was released for her maiden voyage, but the sight of the monster in the air quickly drew hundreds of people to the common.

Rising gracefully, the dirigible first described various evolutions over the common, with the engines working at half-speed. The ascent was unswerving, and then according to more than 1,000ft in the air, Colonel Capper set a wide circular course, some 500ft in diameter, which was covered in little more than half an hour on an even keel, the wind apparently having very little, if any, effect on the speed and steadiness of the dirigible.

Arriving over the common, the engines were stopped and steady and successful descent was made, the car stopping some 6ft from the earth near the factory, and was at once taken charge of by the waiting sappers, who towed it back into the shed. It was apparent that the lifting capacity of the dirigible was much more than that of the crew of four men carried, quite a quantity of ballast bags being taken up.

NEW EDITION OF THE REVISED VERSION.

After thirty-seven years of work, the enormous task of drawing up full marginal references to the Revised Version of the New Testament will reach completion by the publication from the University Presses shortly of a new edition of the revised version—an edition which all clergymen, ministers, and biblical students in every corner of the world will desire to possess.

So far back as December, 1873, the New Testament Company's Revisers requested the late Dr. Scrivener to compile a list of references to the Revised Version of the New Testament. The work progressed slowly, however, and in the edition of the Revised Version of 1895 only abbreviated references were published. Since Professor Moulton's death the entire work of compiling the fuller references has been carried out by Dr. A. W. Greenup and Dr. J. H. Moulton, son of the professor.

Dr. Greenup is now Principal of St. John's Hall, a college of divinity in Highgate. A conversation with him discloses the enormous amount of detailed work that has had to be accomplished. For instance, to many verses in the Gospels and Epistles have been added nearly a hundred marginal references, each bearing on the text and meaning of the verse. Innumerable commentaries and Testaments in English, French, German, Greek, and Hebrew were read by Dr. Greenup for the purpose.

TEN YEARS ON ONE VERSE.

"I was engaged upon the task for thirteen years," said Dr. Greenup in an interview. "When I first undertook the duty I was rector of Alburgh, in Norfolk, and had more time than afterwards. When I came to St. John's Hall, I have often worked ten and thirteen hours a day during my vacations. I used to go for the vacation work to a place I had in the country, Bram's Hill, Eversleigh—Charles Kingsley's old parish—taking with me two large boxes filled with commentaries and books to read."

"I think I have read every commentary published upon the Testament, as well as many different issues of the Authorized Version with marginal references. In my work I came across many curious volumes. There was, for example, a big Bible with large marginal references published privately in two volumes by Mr. John Rylands, of Manchester. Hearing of the work I was engaged upon, Mr. Rylands was good enough to give me copies of these volumes."

To aid Dr. Greenup in his task very large sheets were printed with the Gospel text in large type, with very ample margins. On the margins he compiled his list of references. "One verse may have taken me ten years to complete," said the doctor, "by my returning to it again and again. I was extremely trying work, and at one period my eyes gave way and I had to cease work for a time."

SPORTING NOTES.

The annual tennis tournament of the Hongkong Cricket Club is now under way and some good games have already been witnessed, but the wet weather is likely to interrupt the play for a little. P. H. Klimanek met A. David in the first round of the competition for the championship and had an easy victory. Perhaps the most interesting struggle so far was that between C. A. Carr, the champion, and M. Reader Harris in the handicap "A" class. Carr won the first set, but lost the second, while the third set at six all when the falling light made it impossible to finish, and the match will be re-played, possibly this afternoon if the conditions are suitable.

Kowloon Cricket Club has its tennis tournament under consideration and it is expected that the entries will close this month. The competition usually brings out some fine play, and it is not beyond possibility that some new claimant for the championship of the Colony will emerge.

Talking of tennis reminds me that the Y.M.C.A. is to be congratulated upon having inaugurated friendly matches with other clubs. Inter-club matches were exceedingly rare before the advent of the tennis League, but now we may expect to see inter-club meetings develop.

Lawn bowls has attracted some notice this week by reason of the conclusion of the rink championship on the Police Ground and the annual meeting of the Kowloon Club. The feature of that meeting was the announcement that a bowl would be offered for rink competition between the various clubs in the Colony. Bowlers who have the interest of the game at heart would do well to see that a start is soon made with regard to the establishment of the proposed League.

The competition for the Hockey Challenge Shield is nearing completion. The semi-final between the Hongkong Club and the 10th Mahatras on Tuesday ended in a win for the soldiers, who now have to meet the winners in the round between the Buffs and the U.S.R.C. The latter have held the Shield for the past two years, and they are likely to make a strong effort to retain the trophy.

The Hongkong Regatta is to be held on Saturday, and an interesting series of rowing matches should result. It is, of course, unfortunate that a difference of opinion should have created some feeling on the part of the Canton crewmen, and that we shall yet see the Canton men down here next season at any rate. The Hongkong men have been putting in some hard practice this week, and the struggle for the Nathan Challenge Cup promises to be of more than ordinary merit.

The race for the Brown Challenge Cup is likely to be one of the most interesting of the afternoon. Four teams have entered, 87 Coy. R.A.G. (2), R.E. and the Buffs. The Gunners seem to be the favourites, and there can be no doubt that the practice they have had with two crews matched against each other for training purposes is a great advantage. The crew from the Buffs has covered the distance in good time and the Sappers are hopeful that the trophy will again go to Wellington Barracks.

Cricketers are still watching the chances of the leaders of the League. The Club and Telegraphs are level with five points to their credit, a percentage of 71.42, and it was thought that their meeting last Saturday would have decided the destination of the Shield. The result, however, was a draw, and the clubs still occupy the same positions. If the future list be adhered to, they should try conclusions again on Saturday week.

The replayed final of the Army and Navy Cricket Shield was a very strenuously contested game. The Sappers won, but only by six runs, and 87 Coy. R. G. A. have every reason to be proud of the achievement. This is the first time this Shield has been contested for since 1906, the Artillery winning it on that occasion. This is the first occasion on which the Engineers have entered as a unit; formerly they combined with Departmental Corps and formed a Staff team.

Quite a number of athletic meetings are on the tapis this month. The Club Lusitano bring off their annual meeting on Easter Monday, and the open championship event, the 220 yards flat race, ought to attract a good number of entries from amateurs.

The Rajputs meeting takes place to-morrow, and there is an open half-mile for which a large entry is expected.

I am informed by the Hon. Secretary of the A. A. A. that the annual championship meeting is now under consideration and will probably take place on Saturday, April 2nd. With all the local pedestrians in training, and given a favourable afternoon the Championship should prove a big draw.

The boxing tournament at the V.R.C. last Saturday night furnished better sport than was expected, most of the bouts being fast and exciting. The main event, however, was a failure, for Seaman Willis had his namesake in the Buffs sized up in the first round, and could have finished the fight much sooner than he chose to do. The seaman, by the way, has always been a gentlemanly fighter, and the consideration he extended to the man he defeated at the V.R.C. on Saturday night made him a firm favourite with the large audience, whose manifest appreciation of his act was made notably apparent.

"Kid" Marriott, who defeated Seaman Hayes of the Turner, was challenged by Seaman Gardner, late of H. M. F. King Alfred. Of late Gardner has often come to grief, but this was mostly due to the fact that he has entered the ring without form. I understand, however, that he is training hard for his coming battle, and if this is so "Kid" Marriott had better look to his laurels, for the little seaman is a dangerous customer when he is fit.

The one great topic in the realm of boxing at present is the Lewis-Simms fight, which is to take place in the City Hall on Saturday night. Simms continues his training nightly at the V.R.C., where many gather to watch his skill, and to compare him with the local champion. Lewis also attracts a number to his training quarters at Whitaker's, where Gunners Arnold and Bellbrook give him plenty of exercise with the gloves. During the past week or so, the coloured fighter has declined from the position of favourite, and now instead of offering backers are seeking odds against him. There appears little uncertainty as to the result of the contest, and, according to the majority of those who follow the sport, the chances of Simms are not rosy.

The final for the Hongkong Football Shield is down for decision on Saturday. It seems a pity that this event should in any way clash with the regatta, but I understand that this was unavoidable, as the Yarders are likely to lose a few of their players during the next few days.

To predict the winners is more difficult this year than ever it has been before in the history of the competition. Both teams are evenly matched in every department, and victory is most likely to go to the team which adopts the most solid defensive tactics.

OBSERVER.

CRICKET LEAGUE TABLE.

| Club | Played | Won. | Lost. | Drawn | Points. | Per cent. |
|-----------------|--------|------|-------|-------|---------|-----------|
| Telegraphs | 9 | 6 | 1 | 2 | 5 | 71.42 |
| H.K.C.C. | 10 | 6 | 1 | 3 | 5 | 71.42 |
| R. G. Artillery | 12 | 9 | 2 | 1 | 7 | 63.63 |
| Buffs | 10 | 4 | 1 | 5 | 3 | 60.00 |
| Royal Engineers | 12 | 6 | 4 | 2 | 3 | 50.00 |
| Civil Service | 11 | 4 | 5 | 2 | 2 | 45.45 |
| Kowloon | 13 | 3 | 9 | 1 | 6 | 50.00 |
| Craigongower | 12 | 2 | 9 | 1 | 7 | 63.63 |
| H. K. Police | 13 | 2 | 10 | 1 | 8 | 66.66 |

THE SIBERIAN RAILWAY.

INCREASED FACILITIES FOR PASSENGERS.

The International Sleeping Car Company, famous the world over under the name of the "Wagon-Lits Company," who are the agents for the Trans-Siberian Railway and the Steamship Lines via Suez, and whose head offices for the Far East are established at No. 6, Bund, Yokohama, with Mr. H. B. Darnall as General Agent, have, the *Japan Gazette* understands, just completed arrangements for greatly facilitating travel in all parts of the world. The company have been directed to its efforts to making known the advantages of the Trans-Siberian Line and directing the stream of work has practically been accomplished. The route is now generally known, and the number of travellers is so large that the company has as much as it can possibly do to accommodate these desirous of proceeding home by this route. The company has, therefore, wisely decided to branch out in another direction, and from particulars we have been able to gather, the step is likely to prove of great benefit to the travelling public. Arrangements have been completed with the principal railway and steamship lines, by means of which their agencies throughout the Far East, Europe, America, and Australia, etc., are now able to issue special Coupon Tickets covering every section of the journey by all the various routes and lines, including all the chief places of interest in the Far East, and also in connection with the principal transportation lines to all parts of the world.

It will also be of interest to travellers by the Trans-Siberian route to know of recent improvements made in the connections on this line. Hitherto passengers starting from Vladivostok or Kwantung by rail have had to change cars at Harbin for Moscow, the same method being adopted on the journey from Europe to the Far East. The International and the Russian State express trains have now been so arranged that the train is divided into two sections, those from Vladivostok and Kwantung connecting at Harbin, and running right through to Moscow, and on the outward journey dividing at Harbin for Vladivostok and Kwantung, thus obviating any change of cars at Harbin.

We also gather that, commencing in May next, the International Sleeping Car Company intend running between Moscow and Vladivostok and Kwantung a luxurious train-de-luxe of the most up-to-date style. It will consist only of first-class cars and will accommodate only thirty-two passengers. Of course the fare will be greater than that charged on the ordinary trains, but the conveniences will be commensurate with the higher rates. The train will be lit by electricity, steam-heated during the cold weather, and in summer will be fitted with a patented ice-cooling arrangement throughout. Each passenger will have a large compartment, suitably furnished, with a private toilet, ladies' and gentlemen's bathrooms, with hot and cold water, special compartments will be provided for servants, and a special room for baggage, which will be available at any time during the trip. The train will make the journey at least one day quicker than the present services.

In this connection, it seems to me that greater facilities still could be offered the travelling public in Japan if some arrangement could be made with the Manchurian Railway Company for running this special train-de-luxe from Kwantung to Harbin, and thence to Fusan. This would mean about a few hours' travel by sea, and a shorter time than the present method of going from Harbin to Vladivostok, which involves a longer sea trip thence to Tsuruga. There may of course be difficulties, but if some such arrangement could be made between the railway companies interested, it would be an immense boon to travellers to and from this part of the world.

It will thus be seen that great things are in store for facilitating travel between East and West, and the enterprises manifested by the International Sleeping Car Company should bring its own reward in added patronage from the travelling public.

FOOTBALLER PRAISES CUTICURA

For Wounds and Use After the Game—Leg Kicked During Play and Would Not Heal—Matured and Swelled to Thrice Its Usual Size.

CUTICURA CURED HIM WHEN ALL ELSE FAILED

"My trouble arose through getting kicked on the football field. It was a very bad wound about three inches in length. I did not take much notice of it at first, but about a week after it started getting very painful and swollen. I went to the doctors but after they had tried one thing and the other, I got tired of attending them, so I thought I would try to cure it myself. That was after about two months of their treatment. Well, I tried different ointments but all to no use. At last a friend of mine advised me to try the Cuticura Remedies, so I purchased a box of Cuticura Ointment and Cuticura Soap, and in about five days the leg showed signs of improvement. The swelling went down and all the better and stuff came out quite fast. I mention that my leg (it was across the shin I had the kick) was about three times its usual size. So I kept on with Cuticura Soap to cleanse the wound with. After that it healed up quite fast and is quite well at the present time. I had two boxes of the Cuticura Ointment and I still use the Cuticura Soap which I find is the best I can get, as it makes one feel so fresh after a hard game of football and I will recommend it to all my friends. J. Lester, 64, Watlington St., Reading, Berks, England, Sept. 16, '08."

Up-to-Date Shaving

Shampooing, bathing, treatment of wounds, bruises and the lameness and soreness incidental to outdoor sports and every use in preserving the hair and skin demand Cuticura Soap and Cuticura Ointment, unrivalled as sensitive, antiseptic emollients. For humors, such as eczema, disfigure, itch, burn, scald and crust and destroy the hair. Cuticura Soap and Cuticura Ointment are priceless. Guaranteed absolutely pure.

Cuticura Remedies are sold wherever the British Flag is seen. Sole Agents, Messrs. J. B. & Co., Ltd., 10, Abchurch Lane, London, E.C. 4. Sole Agents, Messrs. J. B. & Co., Ltd., 10, Abchurch Lane, London, E.C. 4. Sole Agents, Messrs. J. B. & Co., Ltd., 10, Abchurch Lane, London, E.C. 4.

CANADA AND THE BRITISH EMIGRANT.

SIR T. SHAUGHNESSY'S GREAT SCHEME.

The scheme of Sir Thomas Shaughnessy, the President of the Canadian Pacific Railway Company, for providing ready-made farms for emigrants to Canada, was expounded by Mr. C. W. Peterson (the general manager of the Canadian Pacific Irrigation Colonisation Company) in a paper read before the Colonial Institute at the Hotel Metropole, London, last month.

The main features of the plan are that a home may be ready for the settler and his family immediately on his arrival in Canada; that all preliminary work to make the settler comfortable at the earliest possible moment will be done; and that the Canadian Pacific Railway Company will augment the settler's capital by practically making him a loan, to be expended by the company in providing necessary improvements.

To make the colonist almost immediately revenue-producing, it would be the aim of the company to break up a portion of each holding, probably from forty to sixty acres, the year prior to his going into occupation, so that there might be a crop available in a few months after he had taken possession. This crop should provide a cash in come during the first season, varying from £100 to £250, according to the season and the state of the grain market. The total cost of putting up the necessary buildings, preparing the crop, providing domestic water supply, and enclosing the holding with a suitable fence, would be added to the regular list price of the land, and the settler would be given the opportunity of repaying in ten equal annual instalments. The tract to be settled has an average width of forty miles from north to south and extends from the town of Calgary eastward 150 miles. The water supply, taken from the Bow River, is practically inexhaustible. When the entire project is finally completed about 4,000 miles of canals and waterways will be in operation. The price of the land is from \$8 to \$18 10s. per acre.

Sir Thomas Shaughnessy, who presided at the meeting, said that the population of Canada had been increasing by leaps and bounds, and it would not be surprising if the present 7 millions became 12½ before 1920, and by far the greater proportion of the new five millions would come from the United States—the majority of them very desirable settlers. But it was very much wished that there should be a number among them of those who had been brought up under the British flag.

It would have been quite impossible for the Canadian Pacific Railway Company to have undertaken such a project as was now being carried out a few years ago, because it was then only a struggling railway company, and it had to come to England for money from time to time, and it would have been said that they were trying to get British sentiment and British money.

"But those days are past now," said Sir Thomas, "and the difficulty is to satisfy those who want to give the company money from Great Britain. The great difficulty in dealing with settlers from Great Britain is that they have had no experience and they cannot reconcile themselves to the condition in a new country like ours. An American settler can go and live in a house or any primitive shelter until he has raised his first crops. The English settler has not been accustomed to that; so we are meeting this difficulty by telling him that he can come to a ready-made home, and the first thing he will have to do is to harvest the crop. This will meet one of

FOR SALE

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



BEWARE OF IMITATIONS
THE SAME TODAY AS IN 1745.

SOLE AGENTS IN HONGKONG:

LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]THE HONGKONG MILLING CO., LTD.
(IN LIQUIDATION).

FOR SALE, with immediate possession, all the lands comprising the HONGKONG MILLING COMPANY'S Estate at Junk Bay, with the exception of the lot on which the Mill Buildings are erected. The Property for Sale includes New Kowloon Marine Lot No. 5, New Kowloon Farm Lot No. 5, New Kowloon Island Lots Nos. 31 and 32 and Sai Kung Island Lot No. 5; all the above except Sai Kung Island Lot No. 5, are situated on the South side of Junk Bay, about nine miles from the City, having sea frontage of about 2 1/2 miles, with deep water. Junk Bay is well sheltered and a recognised refuge for large ships in typhoon weather. Sai Kung Island Lot No. 5 is situated about 400 feet above the level of the sea and has a reservoir of about five acres with a dam about 35 feet high. There is in the district time of the year a flow of about 250,000 gallons of water per day and an average supply of about 1,000,000 gallons a day. There are three well-built bungalows on the property. A Police Station is erected on a prominent spur commanding a view of the whole property. Further particulars of the property may be obtained from the Underigned, to whom offers should be addressed not later than the 11th March. The Underigned does not bind himself to accept the highest or any other for the property.

HORACE PERCY SMITH,
Chartered Accountant,
Official Liquidator,
5, Queen's Road Central.
Hongkong, 25th February, 1910. [329]

NOW ON SALE.

HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.
PRICE - - - \$3.
DAILY PRESS OFFICE.
Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING PORTIONS OF MARINE LOTS 31 and 32, at PRAIA EAST.
Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD
IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT
No. 285
EXTENSIVE WATER
FRONTAGE, DEEP WATER.

Apply— G. FENWICK & Co., Ltd.,
ENGINEERS & CO.,
PRIMA EAST, HONGKONG.
Hongkong, 8th June, 1906. [84-162]

HIGH-CLASS PROVISIONS.

THE WELCOME STORE,
General Storekeepers,
No. 81, DES VIGUE ROAD, CENTRAL.

DEALERS in Canned Goods of every description, from the most famous European and American Manufacturers. Suppliers of all kinds of Provisions to Cantons, Clubs, Hotels, Steamers and Families. Prices charged exceedingly moderate, and orders executed at any time at short notice, with most careful attention and promptitude.
Hongkong, 8th March, 1910. [378]

SINGON & CO.

IRON, STEEL, METAL AND HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LING STREET, (2nd Street, west of Central Market) Telephone No. 515. [595]

A LING & CO.,
19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1327]

ENTERTAINMENTS

SALON-CINEMA THEATRE
WYNDHAM STREET (Opp. Post Office).

TWO PERFORMANCES DAILY
6.30 P.M. Half Price; 9.15 P.M. Full Price.

Reappearance of
Miss DOBIE MAULEY.
Miss ADA KING, Ballad Singer.
CARL WALKNER, Versatile Comedian.

LATEST NOVELTIES IN FILMS.
SPLENDID SEATING ACCOMMODATION.

MATINEES: (SATURDAY AND SUNDAY, AT 4 P.M.)

THEATRE ROYAL,
HONGKONG.

COMMENCING:
ON FRIDAY, MARCH 18TH,
Until Further Notice.

THE
BANDMANN
NEW No. 1
COMEDY CO.
50 LONDON ARTISTES 50

INCLUDING:
MR. HARRY COLE,
MR. ALFRED FRITH,
(Comedians),
MR. FRED COYNE,
MR. DAN CLIFFORD,
MR. GEO. ARNOLD
AND
MR. J. McGRATH.

MISS CONNIE LEON
(By Permission of Mr. Geo. Edwards),
MISS FLORENCE BUCH,
MISS KARKEEK,
MISS PHEBE KNELLER,
DALY'S THEATRE.

Plan Open on FRIDAY next, 10 o'clock,
at MOUTRIE & Co. [390]

GRACE & CO.,
27, DES VIGUE ROAD.

Dealers in
ASIATIC POSTAGE STAMPS AND
PICTORIAL POST CARDS.

JUST RECEIVED A Selection of POSTAGE
STAMP CATALOGUE FOR 1910,
Picture and Painting Books, Novels, Postage
Stamp Albums with Movable Leaf, Puzzle Post
Cards, School and Shopping Bags, Dolls, Toys,
Cigars, Cigarettes, &c., &c.
Inspection Invited. [110]

THE SWATOW DRAWN WORK Co.
17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS of the best quality of
Hand-made Drawn Chinese Linen and
Grass Cloth. All kinds of Silk of best quality,
Canton Embroidery and Chinese Laces from
the latest French Patterns.
Hongkong, 25th December, 1909. [1432]

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS.

THORNE'S
OLD VAT

OLD VAT WAS STARTED BY THE LATE ROBERT THORNE
OF BRISTOL AND HAS BEEN SOLD SINCE 1811

SCOTCH WHISKY.
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
255

FOR NERVOUS EXHAUSTION
LOSS OF
MEMORY
AND
DEBILITY
and
Feed the
NERVES
CHAPOTEAU'S
PHOSPHO-GLYCERATE OF LIME
It increases vital energy and nerve
force; cures Neurasthenia, Dyspepsia,
Insomnia, and nervous diseases in adults
and children.
IN CAPSULES, IN WINE, AND IN SYRUP

MR. MORGAN'S METHOD.

Mr. J. P. Morgan's Napoleonic method of
finances were humorously illustrated in the course
of the investigation now proceeding in New
York with the object of deciding whether or
not his recent purchase of independent telephone
companies in Ohio, Indiana, and Missouri, was
in violation of the anti-trust laws. The con-
tention of the companies is that Mr. Morgan
acquired their stock for \$1,500,000 with the
object of establishing a "merger" with the
American Telephone and Telephone Company.
Mr. Morgan's financial generals reply to
this by stating that the stock was bought for
his personal account. According to the evidence
now given it appears that an expenditure of
\$1,500,000 did not occupy the banking mag-
istrate's attention for more than a few minutes.
One of his partners, Mr. H. P. Davidson, got
into a taxi cab with Mr. Morgan and explained
to him in a few hurried words the character of
the contemplated transaction. "All right,"
replied Mr. Morgan, "go ahead. I must keep
a dinner engagement." The court in these
circumstances decided to dispense with Mr.
Morgan's services as a witness, as his personal
knowledge of the "deal" was too small to assist
the inquiry.

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NOTES AND NEWS.

CIVILISATION.
"Why do we send missionaries to the
savages?" asked the man. "To civilise them."
"What good does that do them?" "It edu-
cates them out of habits of idleness." "And
what then?" "They go to work." "What
do they work for?" "To become prosperous
and rich." "What good does prosperity do
them?" "It procures them leisure and com-
fort." "Which was what they had before you
started stirring them up. What's the use?"
Cleveland Leader.

COUNTRESS IN KHEDIVE'S HAREM.
According to the *Temps*, a European favourite
of the Khedive Abbas Hilmi has entered his
harem. She is the Countess Marianna Todorak
de Zondos, of Austria. The Countess, who is
35, is said to be a remarkable beauty. She was
well known in fashionable circles on the Riviera.
The Countess, who met the Khedive at Budapest,
accompanied him to Cairo. Being a Christian,
the position of the Countess at the Khedive's
palace was a difficult one. But it is now an-
nounced that preparatory to entering the harem
she embraced Islamism.

MR. ROCKEFELLER'S "JOB."
Mr. John Rockefeller, jun., was mistaken for a
man "out of a job" when he appeared recently
at the city comptroller's office in New York.
The hall porter refused admittance to the son of
the "richest man in the world," telling him
that he could not see the Comptroller unless he
gave his name first and explained his business.
"You're looking for a job, aren't you?" he asked.
Mr. Rockefeller assured him that this was not
the case, and finally, after much argument, was
admitted. When the man learned of the
identity of the visitor the reporters state that
he "nearly fainted."

A RAPIDLY GROWING FAMILY.
A Los Angeles dispatch of January 22 says:
—A mixed quartette of babies—two boys and
two girls—arrived last night at the house of
Mr. and Mrs. W. Wilson in this city,
making twelve children born to this couple in
nine years. The Wilsons were married in
Chicago twenty-five years ago. After their
first child was born there was an interval of
sixteen years. Then twin girls arrived, fol-
lowed two years later by triplets. Four years ago
another set of triplets made their ap-
pearance. Only seven of the children are
living, including the four who arrived into
the world last night.

HOLY WATER OR DEATH.
An extraordinary scene was witnessed re-
cently at Feodosia (Crimea) on the return
of a party of Mohammedan pilgrims from
Mecca. The railway authorities insisted that
the large boxes of holy water, which the pil-
grims had brought back with them, should be
placed in the luggage van of the train. The
pilgrims thereupon made a great outcry,
and about a hundred of them lay down on
the rails in front of the train and declared that
they would rather die than be separated from
the boxes. In view of their frantic state the railway
authorities eventually allowed them to take the
boxes into the passenger carriages.

PEER'S SISTER ELOPES.
A London paper understands that the wife of
a wealthy young man with political aspirations
left her home. The young lady is the sister of
a British peer, who is an officer in one of the
Household regiments. At the same time a
young subaltern in the same regiment hurriedly
resigned his commission and went abroad. The
resignation was written on a blank sheet of
note-paper, and it was promptly returned to
the subaltern by the authorities, with the re-
quest that it should be put in proper official form.
It is understood that this young officer, who is
himself exceedingly wealthy, was a party to the
lady's hurried departure.

THE PETIT PARIEN on the same day stated
that three British detectives arrived at Mr.
Rockefeller's residence in New York, and
after a search of his papers, which was accom-
panied by a woman whom he is accompanied.
The fugitives left hurriedly, and the detectives
missed them for a few minutes.

MR. ROCKEFELLER'S BENEFACTIONS.
The philanthropic foundation which is being
established by Mr. John D. Rockefeller, will
have an endowment of a billion dollars according
to a Washington telegram in the Manila papers.
Mr. Rockefeller, the builder of the Standard
Oil trust, is nearly seventy-one years of age.
He has already given nearly \$100,000,000 to
education and for allied purposes. A list
of his benefactions compiled last year in-
cludes \$43,000,000 to the General Education
Board, \$23,000,000 to the Chicago University, a
\$100,000 building and 1,000 acres of cleared
land to the University of Chicago, \$1,375,000 to
Barnard College, \$350,000 to the Baptist Missionary
Union, and Home Missionary Society, \$1,000,000
to Yale, \$1,825,000 to Southern Education Fund,
\$1,000,000 to Harvard, \$500,000 to the Teachers'
College and other donations, making a total of
\$85,000,000. Since the foregoing list was
compiled Mr. Rockefeller has given \$1,000,000
for the eradication of the book worm in the
South.

MR. MORGAN'S METHOD.

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according to Joseph Stanley Brown, manager
of the New York office. He said that it was be-
coming more difficult every day to sell bonds
because the high cost of living has driven
investors to search for securities that bring a
higher income than that offered by bonds.

A MARBLE MAN.

A remarkable case of a man who has developed
an appearance of white marble in the skin of
his hands, feet, chest, and face is puzzling the
doctors at the Birmingham Hospital for Skin
Diseases. Like "the brittle man" at the
London Hospital his case has so far defied the
resources of medical science. The man, Morgan
Field, a needle point, contracted a severe
attack of pneumonia four years ago, which
incapacitated him for six months. Shortly after
his skin became marble white, devoid of expres-
sion. The natural lines of the skin have been
obliterated, the man is stony cold to the touch,
and the skin has the appearance of that of a
dead man. The skin has become so tight
around the joints that he is unable to bend
them, and he can only partially open his mouth
with difficulty. No case of this extraordinary
severity has been seen before at the hospital,
which has been established nearly thirty years.
The condition is thought to be due to an ob-
struction in the arteries, veins, or lymph vessels,
dependent upon some disturbance in the vas-
omotor nervous centre. At present the man is
being treated with a view to improving his
nutrition and increasing the blood circulation,
and it is hoped that later on the treatment at
the new Birmingham Electric Radium Institute,
which is being built in connection with the
hospital, will be the means of relieving this
poor sufferer in his terrible affliction.

A FAMOUS LONDON GATEKEEPER'S DEATH.

The death occurred last month after a long
illness, at the age of 72, of Mr. George Arthur
King, of the firm of King & Bryner, which
for the last two centuries has catered for most
of the great City dinners at the Mansion
House. Mr. King was a descendant of the original
House and Guildhall. The business was
established by Mr. Horton, at No. 15, Cornhill,
where it is still carried on, in the reign of
George I. Mr. Samuel Birch, who became
the subsequent proprietor, was Lord Mayor in
1815. Amongst other accomplishments he was a
poet and a dramatic writer. He laid the first
stone of the London Institution, and went by
the nickname of "Mr. Patronym." He wrote
"The Adopted Child," and other stories, and used
annually to send a Twelfth-cake to the Mansion
House. Mr. King was a descendant of the original
King who looked over the business from Alderman
Birch in 1836, and practically no dinner at the
Mansion House or the Guildhall seemed com-
plete without his presence. He was personally
known to all the Lord Mayors of the past half
century, and was actively engaged in the busi-
ness up to within a short time ago. One of the
most treasured relics of the firm is a silver
trunk, made in shape of a turtle, and dating
back to 1757. This has been used for over
two centuries. An antiquarian society recently
inspected the shopfront, and at their suggestion
the whole was cleaned and scraped, with the
result that some beautifully-carved woodwork
was found under the many layers of paint, as
the building now presents the same appearance
that it did some two centuries ago.

ROOSEVELT ROMANCE.

The engagement is announced of Mr. Theodore
Roosevelt, jun., eldest son of the ex-President,
to Miss Eleanor Butler Alexander, daughter of
Mrs. H. A. Alexander. Mr. Theodore Roose-
velt, jun., was educated at Harvard, and after-
wards served his apprenticeship as a wool sorter
in a big carpet factory at Thomaston, Con-
necticut. While thus engaged he once said
to a reporter: "I want to be treated just as any
other man in the sorting department will be.
If I can't make good I suppose I'll be fired."

While at the university he was arrested with
three others after a riotous outbreak by Har-
vard students on Boston Common, in which a
policeman was seriously injured. All the other
students fled except young Roosevelt and his
companions, who were taken to the police
station in a patrol wagon.

"I am not guilty because I was innocent,"
young Roosevelt told the magistrate.

"Your father's son would not lie," the magis-
trate replied, and Roosevelt was discharged.

Young Roosevelt, both at work and at play,
is as energetic as his strenuous father. His
vigour found vent at an early age in practical
joking. When Vice-President, Mr. Roosevelt
invited an elderly Foreign Envoy to stay with
him. Mrs. Roosevelt put her daughter into
another room to make place for their guest.

Theodore, ignorant of the arrangement, next
morning repeated to his sister's room, and dashed
a jug of cold water over the sleeper, exclaiming,
"Up, lazy bones!"

The Foreign Envoy's astonishment at this
unlooked-for example of American strenuous-
ness has never quite deserted him.

Ex-President Roosevelt has six children—
Theodore, Kermit, Quentin, Archie, Ethel and
Alice.

CHINESE PORK FROM HAINAN TO
LONDON.

Dr. Herbert Williams, Medical Officer of
Health of the Port of London, has notified to
the Corporation the recent arrival of a steamer
off Greenwich conveying amongst other cargo
off 5,647 frozen carcasses of pigs from Hainan,
China. These carcasses had a label attached
certifying that they had been examined at the
place of slaughter, but such certificate had not
received the approval of the Local Government
Board, and so was not an "official" certificate
within the meaning of the Public Health
(Foreign Meat) Regulations, 1908. Inasmuch as
the back-bones had been removed, the carcasses
were not the entire carcasses of the pig, and
therefore were technically foreign meat of Class
I. The carcasses remained on board the steamer,
among the cargo were 65 cases of "pigs' bungs,"
which consisted of portions of intestines im-
ported solely for making sausage skins. Many
of these had indications that the pigs had
suffered from swine fever. Another vessel
arrived later on from China with 2,621 similar
carcasses. Of these 800 were entire and the
remainder were without backbones. There were
also on board 51 packages of "pigs' bungs,"
with similar indications of swine fever.

The Local Government Board had upheld the
medical officer's view of the matter, requiring
the exportation of the carcasses, with the result
that all that was exported, probably in the
form of bacon. Swine fever was evidently pre-
valent in China, and the precautions to prevent
the spread of it were probably few—if any.
None of the "pigs' bungs" were intended for
human food. It was clear (states Dr. Williams)
that the importation of pork from countries
where the official certificate had not been
approved by the Local Government Board could
be permitted only under the strictest supervision
and the most careful consideration.

DAVID COLEMAN & SON'S
MEECHTAL NAVY
NAVY BOAT
LONG FLY
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO
Sole Agents.
[535]

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by
the various Governments and Municipalities of Europe; they are redeemable at
periodical drawings, either with Cash Premiums varying from £40 to £40,000,
or, at the very least, at their full nominal value.

EASY PAYMENTS.
We sell these Bonds singly or in combinations of the most advantageous ones,
payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.
MELVILLE, GILLY & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [230]

COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU
Its refreshing and exhilarating effects are a revelation
to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you
cannot fail to appreciate.

The combination of all that is most beneficial in Beef and Malt is
prepared in Wincarnis gives a TWO-POWER STANDARD
that cannot be equalled for giving Strength and Stamina,
Vitality and Force to Men, Women and Children.

BUY IT TO-DAY
From any leading Chemist.

MUSTARD & COMPANY.
Wholesale Distributors for China and Hongkong,
No. 22, Museum Road, Corner of Sochow Road, Shanghai. [257]

NEW GERMAN GUNBOAT FOR THE YANGTZE.

A new river gunboat named *Otter* has just
been built for the German Government to be
added to the fleet in Chinese waters. It has been
constructed and equipped by the well-known firm
of J. C. Tecklenburg & Co., of Cöln, Germany.

The vessel, the *N.-C. Daily News* says, pre-
sents an extremely smart appearance and is
built throughout of a special armoured steel
which combines the advantage of great strength
and extreme lightness. The quarters for the
officers, crew and hospital have been thought
out and arranged for the high temperatures to
be met with in the upper Yangtze during the
summer months, while to add to the comfort a
refrigerating machine has been installed of the
very latest pattern.

The machinery consists of two Schultze water
tube boilers generating steam at a working
pressure of 16 kilograms per square centi-
metre, and supplying same to two sets of triple
expansion surface condensing engines running at
500 revolutions per minute and developing
1,700 indicated horse-power capable of driving
the vessel at a speed of 14 knots.

The official trial took place on the 25th
ultimo, outside Woosung

SHIPPING.

ARRIVALS.

ALINE WORKMAN, British str., 1,449, J. D. Marlin, 9th March—Saigon 4th March, Rice and General—Man Fat & Co.
BINGO MARU, Japanese str., 6,247, S. J. G. Parsons, 9th March—Shanghai 6th March, General—Nippon Yusen Kaisha.
KANOR, French str., 630, J. Panier, 9th March—Haiphong and Hanoi 8th March, General—A. E. Marcy.
KARONGA, British str., 2,532, Leslie, 8th March—New York 16th Jan, General—Shawson, Tomes & Co.
SHINSHU MARU, Japanese str., 2,450, Otaki, 9th March—Mojji 3rd March, Coal—Osaka Shosen Kaisha.
WAKAMATSU MARU, Japanese str., 2,778, U. Aikawa, 9th March—Wakamatsu 3rd March, Coal—Mitsui Bishi Goshi Kaisha.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.
9th March.
Bingo Maru, Japanese str., for Singapore.
Nanyang, British str., for Singapore.
Proniscent, Norwegian str., for Dalry.
Seang Dee, British str., for Amoy.
Singing, British str., for Hongkong.
Tjiboda, Dutch str., for Shanghai.

DEPARTURES.

9th March.
CHUYEN, Chinese str., for Shanghai.
Hainan, British str., for Swatow.
Indra, Danish str., for Singapore.
Jaya, British str., for Singapore.
KARONGA, British str., for Shanghai.
LUTZOW, German str., for Europe, &c.
PRINZ SIGISMUND, German str., for Yokohama.
TAIWAN, British str., for Saigon.
Wongkok, German str., for Hongkong.

SHIPPING REPORTS.

The British str. Aline Workman reports: Fresh to moderate N.E. wind and rough sea. The British str. Karonga reports: Very bad weather in Atlantic, thence moderate and fine.

VESSELS IN DOCK.

March 9th.
KOWLOON DOCK.—Rin Lina, Seang Bee, Providence, I.L.C.M.S. Kwong Hoi, H.F.M.S. Patria.
TATOO DOCK.—Union Water Boat No. 8 and 9, Ichang, Yunnan.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE
(Florio and Balatino United Companies.)

STEAM FOR HOMBAT
VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. (Taking Cargo at through rates to PERLAIN VAL and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship
"CAPRI,"
Captain Dini, will be despatched as above on TUESDAY, the 15th inst., at Noon.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 4th March, 1910. [4]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON
AUSTRALIA, INDIA, ADEEN, EGYPT
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERMAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship
"MACEDONIA,"
Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for London Direct, calling at Bombay for passengers and Mails, on SATURDAY, the 19th March, 1910, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables only will be accepted for Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
D. A. HEWITT,
Superintendent.
Hongkong, 8th March, 1910. [1]

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY CARGO) AT MALABAR

PROPOSED SAILINGS FROM HONGKONG.

For NEW YORK.
"SIKH" On 29th March.
For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 8th March, 1910. [236]

"SHIRE" LINE OF STEAMERS, LTD
For LONDON, ROTTERDAM AND
ANTWERP.

THE Steamship
"FLINTSHIRE,"
Capt. G. C. Cundy, will be despatched as above on or about the 1st April.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 3rd March, 1910. [358]

"SHIRE" LINE OF STEAMERS,
LIMITED.

For LONDON, ROTTERDAM AND
ANTWERP.

THE Steamship
"GLAMORGANSHIRE,"
Captain H. C. Norris, will be despatched as above on or about 21st April.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 3rd March, 1910. [359]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|------------------|-------------|-------|-------------------------|-------------------------------|---------------------------|
| LONDON &c, via USUAL PORTS OF CALL | MACEDONIA | Brit. str. | — | J. D. Andrews, R.N.R. | P. & O. S. N. Co. | On 19th inst., at Noon |
| LONDON & ANTWERP via SINGAPORE, &c. | SURDA | Brit. str. | — | E. A. Peters | P. & O. S. N. Co. | About 23rd inst. |
| LONDON, ROTTERDAM & ANTWERP | FLINTSHIRE | Brit. str. | — | G. C. Cundy | JARDINE, MATHESON & Co., Ltd. | About 1st April |
| LONDON, ROTTERDAM & ANTWERP | GLAMORGANSHIRE | Brit. str. | — | H. C. Norris | JARDINE, MATHESON & Co., Ltd. | About 21st April |
| COPENHAGEN & BALTIC PORTS | YEDDO | Swed. str. | — | — | — | Beginning of April |
| ROTTERDAM & HAMBURG via STRAITS, &c. | SABHA | Ger. str. | k.w. | Müller | HAMBURG-AMERICA LINE | On 27th inst. |
| HAVRE & HAMBURG via STRAITS, &c. | SEGONIA | Ger. str. | k.w. | Sachs | HAMBURG-AMERICA LINE | On 13th inst. |
| MARSEILLES &c, via PORTS OF CALL | SAKONI | Ger. str. | k.w. | Eale | HAMBURG-AMERICA LINE | On 23rd inst. |
| MARSEILLES & HAMBURG via STRAITS, &c. | SLAVONIA | Ger. str. | — | — | — | On 15th inst., at 1 P.M. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | SLAVONIA | Ger. str. | — | — | — | On 15th inst. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | ATSUMA MARU | Jap. str. | — | Wm. Thompson | NIPPON YUSEN KAISHA | On 16th inst., at D'light |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | KANAGAWA MARU | Jap. str. | — | J. Nagao | NIPPON YUSEN KAISHA | On 23rd inst., at D'light |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | HITACHI MARU | Jap. str. | — | N. Mathieson | NIPPON YUSEN KAISHA | On 30th inst., at D'light |
| MARSEILLES & HAMBURG via STRAITS, &c. | SPEZIA | Ger. str. | k.w. | Fass | HAMBURG-AMERICA LINE | On 3rd April |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | MIYAZAKI MARU | Jap. str. | — | T. Mural | NIPPON YUSEN KAISHA | On 13th April, at D'light |
| THIESIE &c, via SINGAPORE, &c. | NIPPON | Aus. str. | — | E. Tarabochia | SANDER, WIEBER & Co. | On 26th inst., at Noon |
| NEW YORK | INDRAVELLI | Brit. str. | — | Filcher | JARDINE, MATHESON & Co., Ltd. | About 15th inst. |
| VANCOUVER, B.C., TACOMA & SEATTLE via JAPAN | SIXH | Brit. str. | — | — | — | On 29th inst. |
| VANCOUVER DIRECT | KUMERIC | Brit. str. | — | J. Mathie | DODWELL & Co., Ltd. | On 12th inst. |
| VANCOUVER via SHANGHAI, JAPAN &c. | EMPEROR OF JAPAN | Brit. str. | 2 m. | — | CANADIAN PACIFIC R. CO. | On 26th inst., at 7 a.m. |
| VANCOUVER, SHANGHAI, JAPAN &c. | MONTEAGLE | Brit. str. | 1 m. | — | CANADIAN PACIFIC R. CO. | On 24th May, at Noon |
| VICTORIA, B.C. & SEATTLE via SHANGHAI &c. | AWA MARU | Jap. str. | — | S. Ishikawa | NIPPON YUSEN KAISHA | On 29th inst., at Noon |
| VICTORIA, B.C. & SEATTLE via SHANGHAI &c. | INABA MARU | Jap. str. | — | K. Kawara | NIPPON YUSEN KAISHA | On 26th April, at Noon |
| TACOMA via JAPAN | TACOMA MARU | Jap. str. | — | H. Yamamoto | OSAKA SHOSEN KAISHA | On 23rd inst., at Noon |
| CALLAO IQUIQUE, &c, via JAPAN PORTS, &c. | BUYO MARU | Jap. str. | — | — | TOYO KISEN KAISHA | On 27th April, at Noon |
| AUSTRALIAN PORTS via MANILA | CHANGSHA | Brit. str. | 1 m. | G. W. Eddy | BUTTERFIELD & SWIRE | On 18th inst., at 4 P.M. |
| AUSTRALIAN PORTS via MANILA | KYUNO MARU | Jap. str. | — | M. Winkler | NIPPON YUSEN KAISHA | On 18th inst., at Noon |
| AUSTRALIAN PORTS via MANILA | PRINZ SIGISMUND | Ger. str. | — | D. Lens | MELCHERS & Co. | On 25th inst., at D'light |
| AUSTRALIAN PORTS via MANILA | YAWATA MARU | Jap. str. | — | U. Sekine | NIPPON YUSEN KAISHA | On 15th April, at Noon |
| YOKOHAMA AND KOBE | PRINZ SIGISMUND | Jap. str. | — | D. Lens | MELCHERS & Co. | About 8th inst. |
| KOBE & YOKOHAMA | ITO MARU | Jap. str. | — | Harrison | NIPPON YUSEN KAISHA | On 15th inst., at Noon |
| KOBE & YOKOHAMA | KITANO MARU | Jap. str. | — | F. E. Cope | NIPPON YUSEN KAISHA | On 17th inst., at Noon |
| KOBE & YOKOHAMA | YAWATA MARU | Jap. str. | — | T. Sekine | NIPPON YUSEN KAISHA | On 15th inst., at Noon |
| JAPAN | TUPANAS | Dut. str. | — | J. B. v. Desamie Jolink | JAVA-CHINA-JAPAN LLOYD | Quick despatch. |
| WEIHAIWEI, SHEFOO & NEWCHANG | NANCHANG | Brit. str. | 1 m. | Kennie | BUTTERFIELD & SWIRE | On 12th inst., at 4 P.M. |
| SHANGHAI, NAGASAKI, KOBE & YOKOHAMA | KLEIST | Ger. str. | — | O. Pahnke | MELCHERS & Co. | About 9th inst. |
| SHANGHAI | ANNU | Brit. str. | 1 m. | M. Courtney | BUTTERFIELD & SWIRE | To-day, at 4 P.M. |
| SHANGHAI, KOBE & YOKOHAMA | CHOYANG | Brit. str. | — | Knaebel | JARDINE, MATHESON & Co., Ltd. | On 13th inst., at D'light |
| SHANGHAI | LIBERIA | Ger. str. | k.w. | — | HAMBURG-AMERICA LINE | On 12th inst. |
| SHANGHAI | CHINRUA | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 13th inst., at D'light |
| SHANGHAI, KOBE & YOKOHAMA | POLYMER | Jap. str. | — | Broc | MELCHERS & Co. | On 14th inst., at Noon |
| SHANGHAI MOJI & KOBE | YUPOF MARU | Brit. str. | — | A. Keith | NIPPON YUSEN KAISHA | On 16th inst. |
| SHANGHAI | CHENAN | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 17th inst., at 4 P.M. |
| SHANGHAI, YOKOHAMA & KOBE | DEVANHA | Brit. str. | — | H. Powell | P. & O. S. N. Co. | About 17th inst. |
| SHANGHAI | CATHAY | Dut. str. | — | — | MELCHERS & Co. | Middle of Mar. |
| SHANGHAI | LIANAN | Brit. str. | 1 m. | C. Lindbergh | BUTTERFIELD & SWIRE | On 20th inst., at D'light |
| SHANGHAI, KOBE & YOKOHAMA | SAEDINIA | Brit. str. | — | C. C. Talbot, R.N.R. | P. & O. S. N. Co. | About 25th inst. |
| SHANGHAI, KOBE & YOKOHAMA | ALBESIA | Ger. str. | k.w. | — | HAMBURG-AMERICA LINE | On 25th inst. |
| SHANGHAI, KOBE & YOKOHAMA | FOOKSANG | Brit. str. | — | — | JARDINE, MATHESON & Co., Ltd. | On 1st April, at Noon |
| SHANGHAI | TJIBODA | Dut. str. | — | Zwart | JAVA-CHINA-JAPAN LLOYD | Quick despatch. |
| ANPING via SWATOW & AMOY | SOSHU MARU | Jap. str. | — | R. Nagai | OSAKA SHOSEN KAISHA | On 16th inst., at 10 A.M. |
| TAMU via SWATOW & AMOY | DAIGO MARU | Jap. str. | — | H. Matsuyama | OSAKA SHOSEN KAISHA | On 13th inst., at 10 A.M. |
| AMOI, MANILA, CEBU & ILOILO | KAIPONG | Brit. str. | 1 m. | Mathias | BUTTERFIELD & SWIRE | To-day, at 4 P.M. |
| AMOI & POOCHOW | HAIRANG | Brit. str. | 2 h. | Hodgins | DOUGLAS LAFRAIK & Co. | On 12th inst., at 2 P.M. |
| SWATOW | HAIRANG | Brit. str. | 2 h. | Evans | DOUGLAS LAFRAIK & Co. | To-day, at 10 A.M. |
| SWATOW, AMOI & POOCHOW | SINGAN | Brit. str. | 1 m. | Jameson | BUTTERFIELD & SWIRE | On 15th inst., at 10 A.M. |
| SWATOW & HAIPHONG | YUEHSANG | Brit. str. | — | P. H. Rolfe | JARDINE, MATHESON & Co., Ltd. | To-day, at 9 A.M. |
| MANILA | ZAFIRO | Brit. str. | — | R. Rodger | SHEWAN, TOMES & Co. | On 12th inst., at Noon |
| MANILA | TRAN | Brit. str. | 1 m. | A. W. Outerbridge | BUTTERFIELD & SWIRE | On 15th inst., at 3 P.M. |
| MANILA | LOONGSANG | Brit. str. | — | S. J. Payne | JARDINE, MATHESON & Co., Ltd. | On 18th inst., at 4 P.M. |
| MANILA | RUBI | Brit. str. | — | A. Fraser | SHEWAN, TOMES & Co. | On 19th inst., at Noon |
| MANILA | TAMING | Brit. str. | 1 m. | Pennfather | BUTTERFIELD & SWIRE | On 22nd inst., at 3 P.M. |
| BOMBAY via SINGAPORE & PENANG | CAPRI | Ital. str. | — | Dini | CARLOWITZ & Co. | On 15th inst., at Noon |
| BOMBAY via SINGAPORE & COLOMBO | COLOMBO MARU | Jap. str. | — | E. Combes | JARDINE, MATHESON & Co., Ltd. | On 22nd inst. |
| SINGAPORE, PENANG & CALCUTTA | NAMHANG | Brit. str. | — | M. B. Loke | JARDINE, MATHESON & Co., Ltd. | To-day, at Noon |
| SINGAPORE, PENANG & CALCUTTA | LAISANG | Brit. str. | — | E. J. Todd | JARDINE, MATHESON & Co., Ltd. | On 15th inst., at Noon |
| BATAVIA, CHERIBON, SAMARANG, &c. | TUMAH | Dut. str. | — | Bonman | JAVA-CHINA-JAPAN LLOYD | Quick despatch. |

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TO SAIL |
|---|------------------------------------|----------------------------------|
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA | "KLEIST" Capt. O. Pahnke | About 9th March. |
| MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE | "PRINZ SIGISMUND" Capt. D. Lens | Friday, 25th Mar., at D'light |

For further Particulars, apply to
**NORDDEUTSCHER LLOYD,
MELOHERS & Co.,**
GENERAL AGENTS HONGKONG & CHINA.
Hongkong, 2nd March, 1910. [5]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, B.C., TACOMA & SEATTLE
via
MOJI, KOBE AND YOKOHAMA.

| Steamer | Tons | Captain | Sailing Date |
|---------|-------|--------------|----------------|
| KUMERIC | 6,232 | J. Mathie | On 12th March. |
| AMERIC | 4,363 | J. Boyd | On 7th April. |
| SUVERIO | 6,232 | S. Shotton | On 5th May. |
| QUEANO | 4,657 | E. W. Davies | On 11th June. |
| KUMERIC | 6,232 | J. Mathie | On 5th July. |

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to
DODWELL & CO., LIMITED,
GENERAL AGENTS.
Queen's Buildings.
Hongkong, 18th January, 1910. [8]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
via SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN via
SHANGHAI.

| FOR | STEAMERS | TO SAIL |
|------------------------------|---------------------------------|-------------------------|
| SHANGHAI, KOBE & YOKOHAMA | "POLYNESIE" Capt. Broc | On 14th Mar., P.M. |
| MARSEILLES via PORTS | "ERNEST SIMONS" Capt. Girard | On 15th Mar., 1 P.M. |
| SHANGHAI, KOBE & YOKOHAMA | "OCEANIE" Capt. Solier | On 28th Mar., P.M. |
| MARSEILLES via PORTS | "TONKIN" Capt. Charbonnel | On 29th Mar., 1 P.M. |

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Island Sea of Japan, Yokohama, through routes to London, via Paris, from 27th inst. up to 27th inst. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
P. THOMAS, AGENT,
Queen's Building.
Hongkong, 2nd March, 1910. [2]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

| From Hongkong | From St. John, N.B. |
|--------------------------------------|--|
| "EMPERESS OF JAPAN" Sat., 26th Mar. | "EMPERESS OF IRELAND" Fri., 22nd April |
| "EMPERESS OF CHINA" Sat., 23rd April | "EMPERESS OF IRELAND" Fri., 20th May |
| "EMPERESS OF INDIA" Sat., 14th May | "ALLAN LINE" Friday, 10th June |
| "MONTEAGLE" Tuesday, 24th May | "EMPERESS OF BRITAIN" Fri., 1st July |
| "EMPERESS OF JAPAN" Sat., 4th June | "EMPERESS OF BRITAIN" Fri., 22nd July |
| "EMPERESS OF CHINA" Sat., 25th June | "EMPERESS OF BRITAIN" Fri., 22nd July |

"Emperess" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPERESS" Steamships on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10 Intermediate or Steamer " " 245 " " 245.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya, opposite Blake Pier.

VESSELS ON THE BERTH CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"KUMERIC."

FROM HONGKONG.

ON SATURDAY, the 12th MARCH.

FOR VANCOUVER DIRECT.

To be followed by the

ATHEMIO ... 7th April.

SUVERIO ... 5th May.

OCEANO ... 2nd June.

KUMERIC ... 30th June.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO.,
Hongkong.

Hongkong, 2nd March, 1910. [351]

"INDEA" LINE, LIMITED.

FOR NEW YORK.

(With Liberty to Call at Malabar Coast).

THE Steamship

"INDRAVELLI."

Capt. Filcher, will be despatched as above on or about the 16th March.

For Freight apply to—

JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 24th February, 1910. [324]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., Ltd., who are prepared to Supply FRESH COAL straight from the Mines. Steamers load at the Wharves. Quick despatch.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|--|---------------------|-------------------------|
| SHANGHAI | DEVANHA Capt. H. Powell | About 17th March | Freight and Passage. |
| LONDON via USUAL PORTS | MACEDONIA Capt. J. D. Andrews, R.N.R. | Noon, 19th March | See Special of Call |
| LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MANZANILLO | SUNDA Capt. R. A. Peters | About 2nd March | Freight and Passage. |
| SHANGHAI MOJI, KOBE and YOKOHAMA | SARDINIA Capt. C. C. Talbot, R.N.R. | About 25th March | Freight and Passage. |

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 10th March, 1910.

CHINA NAVIGATION CO., LD

SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|---|------------|-----------------------|
| HOIHOW and HAIPHONG | "SINGAN" | On 10th Mar. 9 A.M. |
| AMOI, MANILA, CEBU and ILOILO | "KAIKONG" | On 10th Mar. 4 P.M. |
| SHANGHAI | "ANHUI" | On 10th Mar. 4 P.M. |
| WILHAIWEL, CHEFOO and NEWCHANG | "YANCHANG" | On 12th Mar. 4 P.M. |
| SHANGHAI | "CHINCHUA" | On 13th Mar. D'light |
| MANILA | "TEAN" | On 15th Mar. 3 P.M. |
| SHANGHAI | "CHENAN" | On 17th Mar. 4 P.M. |
| MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE | "CHANGSHA" | On 18th March, 4 P.M. |
| SHANGHAI | "LINAN" | On 20th Mar. D'light |
| MANILA | "TAMING" | On 22nd Mar. 3 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SOWEY STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SOWEY STEAMERS ("ANHUI," "CHENAN," "CHINCHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.
For Freight or Passage apply to—
HONGKONG, 10th March, 1910. BUTTERFIELD & SWIRE, AGENTS 10

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

| FOR | STEAMERS | TO SAIL |
|------------------------------|-------------|----------------------------|
| SINGAPORE, PENANG & CALCUTTA | "NAMSANG" | Thursday, 10th Mar., Noon. |
| MANILA | "YUENSANG" | Friday, 11th Mar., 4 P.M. |
| SHANGHAI | "CHOYSANG" | Sunday, 13th Mar., D'light |
| SINGAPORE, PENANG & CALCUTTA | "LAISANG" | Tuesday, 15th Mar., Noon. |
| MANILA | "LOONGSANG" | Friday, 18th Mar., 4 P.M. |
| SHANGHAI, KOBE & MOJI | "FOOKSANG" | Friday, 18th Mar., Noon. |

RETURN TOUS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
HONGKONG, 10th March, 1910. GENERAL MANAGERS. 14

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING. |
|-----------------------------|----------|---------------------|
| SHANGHAI, YOKOHAMA and KOBE | "CATHAY" | Middle of March. |
| COPENHAGEN and BALIC PORTS | "YEDDO" | Beginning of April. |

For Further Particulars apply to
HONGKONG, 26th February, 1910. MELOERS & Co., AGENTS 6

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

| STEAMERS | FOR | LEAVING |
|-------------------------------------|-----------------------------|------------------------------------|
| "HALMUN," Capt. Evans | SWATOW | THURSDAY, 10th Mar., at 10 A.M. |
| "HAIYANG," Capt. A. E. Hodgins | AMOI and FOCHOW. | SATURDAY, 12th Mar., at 2 P.M. |
| "HATCHING," Capt. W. C. Passmore | SWATOW, AMOI and FOCHOW. | TUESDAY, 15th Mar., at 10 A.M. |

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

* Swatow for Passengers only.
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 10th March, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

| STEAMERS | TONS | SAILING DATES. |
|--------------------|-------------------|---------------------------|
| S.S. BUJO MARU | 10,500 tons gross | Sail April 27th, at Noon. |
| S.S. HONGKONG MARU | 11,000 " | June 25th, at Noon. |
| S.S. KIYO MARU | 17,200 " | Aug. 24th, at Noon. |
| S.S. BUJO MARU | 10,500 " | Oct. 22nd, at Noon. |
| S.S. HONGKONG MARU | 11,000 " | Dec. 21st, at Noon. |

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 31st January, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| DESTINATION. | STEAMERS | TONS | SAILING DATES. |
|---|---|-------|--------------------------------------|
| MAHSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG COLOMBO and PORT SAID | ATSUTA MARU Capt. Wm. Thompson, 9,000 | 9,000 | WED'DAY, 16th Mar., at Daylight. |
| | KANAGAWA MARU Capt. J. Nagao, 7,000 | 7,000 | WED'DAY, 23rd Mar., at Daylight. |
| | HITACHI MARU Capt. N. Mathieson, 7,000 | 7,000 | WED'DAY, 30th Mar., at Daylight. |
| | MIYAZAKI MARU Capt. T. Mura, 9,000 | 9,000 | WED'DAY, 13th April, at Daylight. |

VICTORIA B.C. & SEATTLE
\$ KANAKURA MARU
Capt. K. Kori, 7,000 7,000 | SATURDAY, 23rd April, from KOBE. |

VICTORIA, B.C. and
SEATTLE, via SHANGHAI,
MOJI, KOBE, YOKOHAMA
and YOKOHAMA \$ AWA MARU Capt. S. Ishikawa, 7,000 | 7,000 | TUESDAY, 29th Mar., at Noon. |

SYDNEY and MELBOURNE
via MANILA, THURSDAY
ISLAND, TOWNSVILLE
and BRISBANE \$ INABA MARU Capt. K. Kawa, 7,000 | 7,000 | TUESDAY, 26th April, at Noon. |

KOBE and YOKOHAMA KUMANO MARU Capt. M. Winkler, 6,000 | 6,000 | FRIDAY, 18th March, at Noon. |

NAGASAKI, KOBE and
YOKOHAMA YAWATA MARU Capt. T. Sekino, 5,000 | 5,000 | FRIDAY, 15th April, at Noon. |

SHANGHAI, MOJI and
KOBE IYO MARU Capt. Harrison, 7,000 | 7,000 | TUESDAY, 15th Mar., at Noon. |

KOBE and YOKOHAMA YAWATA MARU Capt. T. Sekino, 5,000 | 5,000 | WED'DAY, 16th Mar., at Noon. |

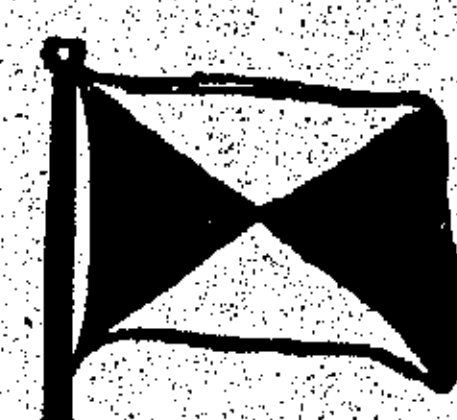
BOMBAY via SINGAPORE
and COLOMBO YETOROFU MARU Capt. A. Keith, 5,000 | 5,000 | WED'DAY, 16th Mar., at Noon. |

COLOMBO MARU
Capt. E. Combes, 5,000 5,000 | TUESDAY, 22nd Mar., at Noon. |

Fitted with New System of Wireless Telegraphy. 1 Cargo only. * Carries Deck Passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 9th March, 1910.

T. KUSUMOTO,
MANAGER. 15

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

| | | | | |
|--------|------|-----------|--------|--------------------|
| ZAFIRO | 2540 | R. Rodger | Manila | On 12th Mar. Noon. |
| RUBI | 2540 | A. Fraser | Manila | On 19th Mar. Noon. |

For Freight or Passage apply to
HONGKONG, 7th March, 1910. SHEWAN, TOMES & Co.,
General Managers. 12

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

| OUTWARD. | HOMEWARD. |
|--------------------------------|---------------------------|
| For SHANGHAI, KOBE & YOKOHAMA: | For HAVRE & HAMBURG: |
| S.S. LIBERTY | S.S. SEGOVIA |
| S.S. ALESIA | For MANZANILLO & HAMBURG: |
| S.S. ANDALUSIA | S.S. SLAVONIA |
| S.S. SILESIA | For HAVRE & HAMBURG: |
| | S.S. SAXONIA |
| | For ROTTERDAM & HAMBURG: |
| | S.S. SAMBIA |
| | For MANZANILLO & HAMBURG: |
| | S.S. SPEZIA |

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 25th February, 1910.

Hongkong Office. 11

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS & CO.

CHIEF OFFICE: LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION
PLAYS OF 1910.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG. 759

Japan Office.
14, WATER STREET,
YOKOHAMA.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.



Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR | STEAMERS | Tons (Gross reg.) | LEAVES. |
|---------------------------------------|---|-------------------|--|
| TACOMA via MOJI, KOBE and YOKOHAMA | "TACOMA MARU" Capt. H. Yamamoto, "SEATTLE MARU" Capt. T. Saito | 6,178 6,182 | WED'DAY, 23rd March, at Noon. WED'DAY, 20th April, at Noon. |

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Porcelain. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR | STEAMERS | LEAVES. |
|-----------------------------|-----------------------------------|-----------------------------------|
| TAMUI via SWATOW & AMOI | "DAIGI MARU" Capt. M. MURAYAMA | SUNDAY, 13th Mar., at 10 A.M. |
| ANPING via SWATOW & AMOI | "SOSHU MARU" Capt. K. SUGI | WED'DAY, 16th Mar., at 10 A.M. |

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER.

8771

SHIPPING IN PORT.

| STEAMERS | TONS | SAILING DATES. |
|---|------|----------------|
| ANGOR, German str., 1,001, C. Kimpel, 3rd March—Bangkok 22nd February, Hoo and Mol. Butterfield & Swire. | | |
| ANRU, British str., 1,325, J. B. Harris, 6th March—Shanghai 5th March, General— Butterfield & Swire. | | |
| ANTUNG, Norwegian str., 904, Ole O. Danielson, 7th March—Chinking 2nd Mar., Ground- auto—Aagaard, Thorsen & Co. | | |
| BENDORAN, British str., 2,887, A. W. S. Thomson, 8th Mar.—Singapore 2nd Mar., General—Gibb, Livingstone & Co. | | |
| BUJUN MARU, Japanese str., 1,374, Y. Fuseno, 6th March—Swatow 5th March, General— Osaka Shosen Kaisha. | | |
| CARL DREDEICHSSEN, German str., 774, J. Knyser, 27th Feb.—Haiphong and Hoihow 23th Feb. General—Jensen & Co. | | |
| CHANGCHOW, British str., 1,203, Dees Lewis, 5th March—Daly and Chefoo 1st March, Beans Butterfield & Swire. | | |
| CHINA, American str., 3,168, D. E. Friels, 1st March—San Francisco 1st Feb. General— P. M. S. Co. | | |
| CHOWA, German str., 1,055, F. Schmets, 6th March—Bangkok 27th Feb., Timber and Rice—Norddeutscher Lloyd. | | |
| DAGRY, Norwegian str., 83, Solvases, 8th March—Kwang Yen 5th March, Cement Stones—Aagaard, Thorsen & Co. | | |
| EXPRESS OF JAPAN, British str., 3,039, W. Davison, E.N.R., 4th March—Vancouver 10th Feb. Mails and General—C. P. R. Co. | | |
| FUI, Norwegian str., 860, N. Andersen, 4th March—Saigon 27th Feb., Rice—Aagaard, Thorsen & Co. | | |
| ICANG, British str., 1,228, Theobald, 25th Feb.—Chinking 19th Feb., General— Butterfield & Swire. | | |
| KAIFONG, British str., 897, Warrack, 8th March—Cebu and Iloilo 4th March, Sugar —Butterfield & Swire. | | |
| KWANGTAT, Chinese str., 1,536, W. H. Lunt, 6th March—Shanghai 3rd March, General —C. M. S. N. Co. | | |
| LAERTES, British str., 1,540, Frampton, 23rd Feb.—Saigon 18th Feb., General—W. Fut Sing. | | |
| LAISANG, British str., 1,544, M. Pielmann, 1st March—Saigon 24th February, Rice— Jardine, Matheson & Co. | | |
| MICHAEL JEBSEN, German str., 951, J. Peter- sen, 3rd Mar.—Swatow 2nd Mar., Ballast— Jensen & Co. | | |
| MANOHURA, American str., 2,750, A. Dixon, 7th March—San Francisco 8th February, General—P. M. S. Co. | | |
| NAMATA, British str., 2,591, P. M. B. Lake, 3rd March—Mol 27th Feb., General— Jardine, Matheson & Co. | | |
| NARCISS, British str., 1,052, Spink, 2nd Feb.—Chefoo and Weihaiwei 23th Jan., Butterfield & Swire. | | |
| PAKLAT, German str., 1,018, J. Wenzel, 6th March—Bangkok 26th February, General —Butterfield & Swire. | | |
| PROMETHEUS, Norwegian str., 1,024, Ole Kerulussan, 4th March—Bangkok 23rd Feb. and Swatow 3rd March, Rice and General—Aagaard, Thorsen & Co. | | |
| PEORINENT, Norwegian str., 745, Christensen, 3rd March—Saigon 26th February, Rice— Aagaard, Thorsen & Co. | | |
| PROVIDENCE, Norwegian str., 693, Cornelissen, 21st Feb.—Daly 15th February, Beans— Aagaard, Thorsen & Co. | | |
| PRUTH, British str., 2,067, Gass, 3rd March— Suff 1st February, Salt—Dodwell & Co. | | |
| SEANG BEE, British str., 5,789, W. T. Larkins, 20th Feb.—Amoy 20th Feb., General— Seang Tak Hong. | | |
| SHANG, British str., 1,229, G. Erly, 9th Feb. —Saigon 4th Feb., General—Butterfield & Swire. | | |
| SHINKOKU MARU, Japanese str., 2,637, Saki, 8th March—Moji 2nd March, Coal—Ataka & Co. | | |
| SIGNAL, German str., 907, G. Schlaikier, 28th February—Saigon 24th February, Rice— Jensen & Co. | | |
| SINGAN, British str., 1,647, E. Jamieson, 6th March—Haiphong 27th Feb. and Hoihow 5th March—General—Butterfield & Swire. | | |
| SURTON HALL, British str., 2,870, W. J. Hansford, 28th Feb.—New York 24th Feb. Case Oil—Standard Oil Co. | | |
| SZECHUEN, British str., 1,142, J. V. Stifford, 7th March—Daly 2nd March, Coal— Butterfield & Swire. | | |
| TACOMA MARU, Japanese str., 6,178, H. Yama- moto, 6th March—Manila 4th March— General—Osaka Shosen Kaisha. | | |
| TAMAR, British str., 1,140, J. E. Laing, 5th March—Hongkong 3rd March, Coal and Cement—Bradley & Co. | | |
| TIENTSIN, British str., 1,227, P. Boyd, 15th Feb.—Mol 3rd February, Coal—Butter- field & Swire. | | |

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

| BRITISH | TONS | ARMAMENT |
|--|------|----------|
| Alacrity, despatch boat, 700 tons, 4 guns, 3,000 h.p., Com. C. T. Fuller, Shanghai. | | |
| Astraea, 2nd class cruiser, 4,450 tons, 10 guns, 7,000 i.h.p., Captain E. C. Ryan, Hongkong. | | |
| Bedford, 1st class cruiser, Capt. E. S. Fitzher- bert, R.N., Hongkong. | | |
| Drum, gunboat 710 tons, 900 i.h.p. Lieut. Comdr. Hon. R. O. B. Bridgman, Hong- kong. | | |
| Droitmont, gunboat, 710 tons, 900 h.p., Lieut. Comdr. P. B. Noble, Shanghai. | | |
| Caladus, British sloop, 1,070 tons, Comdr. H. L. P. Heard, Shanghai. | | |
| Cherub, water tank and tug, 390 tons, 300 i.h.p. Master S. West, Hongkong. | | |
| Clio, British sloop, 1,070 tons, Comdr. C. T. Borrett, Shanghai. | | |
| Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Thomas, Hongkong. | | |
| Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 i.h.p., Capt. Roland Nugent, Hongkong. | | |

